

# Big Celebration to Mark Steinway Tube Opening

ON AND NEAR BRADISH JOHNSON ESTATE PROPERTY, IN CLASON POINT, TO BE SOLD ON JUNE 29 AND 30.



General view of the Bradish Johnson estate property, looking toward Westchester Avenue.



Public School 47, at St. Lawrence Avenue and East 172d Street. It is a short distance from the Bradish Johnson property.



Clason Point Road frontage of Bradish Johnson estate tract.

## BRADISH JOHNSON ESTATE AT AUCTION

Property Comprising 579 Lots in East Bronx Will Be Sold.

## PARCELS LOCATED NEAR NEW SUBWAY

Land in a Section Fast Growing and of Much Recent Building Activity.

From the point of view of the investor in city lots, what are the facts that recommend their purchase of one or more of the 579 parcels contained in the Bradish Johnson estate, situated in the Clason Point section of the East Bronx, which are to be sold at absolute public auction sale for whatever they will bring by J. Clarence Davies and Joseph P. Day, agents and auctioneers, at 14 Vesey Street, on June 29 and 30?

First is the fact that money so invested is not expended in some more or less useless luxury, but is placed in realty's safe bank, which repeatedly has paid dividends in increments. Many of the huge fortunes of to-day are the result of early investments in land on the outskirts of the city, of investments made where rapid transit of any sort was the most remote outlook of the farming sections and wildernesses of the early days in which these fortunes were being founded.

Requires the exercise of less foresight to-day than then to select wisely from the offering of the Clason Point tract lots, with these electric surface car lines already installed and the New York, Westchester and Putnam Bay Park subway and elevated division of the dual rapid transit system projected to be constructed within four to eight blocks of the Bradish Johnson parcels.

Second is the question of the growth of the city, which always first has been in the northeast in the outlying sections; then the question of population, which in the Bronx has numbered to 175,000, and promises to increase in the future at a more remarkable rate than our other sections.

Many years ago there was a port of entry at East Rockaway, on Hewlett Bay, but because of poor navigation facilities and the tendency for sand bars to accumulate the government abandoned it. There is now no Federal port of entry on Long Island except at Sag Harbor, in the far eastern part of Suffolk County. The growth of suburban population and the extensive building movement in southern Nassau County is making a port of entry imperative. Baldwin Harbor is opposite Jones's Inlet of the ocean.

Baldwin Harbor is a blend of three tide-water bays, the central one of which is being joined to the others by a causeway. As a result hundreds of waterfront lots for residential purposes are being created and improvements are going on steadily.

Situated close to the trolley road that penetrates the south side of Nassau County and that serves the central section as well, Baldwin Harbor is a logical point for the distribution of shipments by water. The lateral waterways there will become adjuncts to the projected South Side waterway that will be built through the confluence bays of Long Island's South Shore for the purpose of eliminating the dangerous ocean coast line for small merchant vessels.

Baldwin Harbor is situated midway between Freeport and Rockville Centre and the population of growth is causing the place to expand toward each of these communities. The shore front of Baldwin Harbor is a big asset of Nassau County because of the increment of property value that it makes available for extensive structural improvements.

"Any community with advantageous water facilities is destined to grow," said Samuel E. Elchert, of the Nassau County Waterways Association. "The communities of the south side of Nassau County have long needed the port facilities that Baldwin Harbor affords."

Trading in Brooklyn Apartment Proposed Will Involve \$175,000 Expenditure. James M. Hawley has sold 280 Bleecker st. for the estate of Jacob H. Gebhard to Anders Nilsson for occupancy.

## MAYOR TO ATTEND TUNNEL OPENING

East River Tube Will Connect 42d Street with Long Island City.

## CELEBRATION SET FOR TUESDAY NEXT

First Train with Officials Will Leave for Manhattan in the Morning.

Arrangements have been completed for a big celebration at the opening of the Queens Borough Subway, the official name which has been given by the Public Service Commission to the East River Subway, formerly called the Steinway Tunnel and the Belmont Tunnel.

The Interborough Rapid Transit Company has notified the Public Service Commission that this tunnel, connecting 42d st., Manhattan, and Long Island City, Queens Borough, will be opened to the public at 12 o'clock noon, on Tuesday. At 11 a. m. on the same day an official train will convey the officers and directors of the Interborough Rapid Transit Company, members and engineers of the Public Service Commission, the Mayor and other city officials, the members of the Chamber of Commerce of the Borough of Queens and other local civic organizations of that borough. The first official train will leave the Jackson av. station, Long Island City, and run through the tunnel to the terminal in Manhattan.

Just prior to the operation of the first train speeches will be made by Mayor Mitchell, Edward E. McCall, chairman of the Public Service Commission; Theodore P. Shonts, president of the Interborough Rapid Transit Company; Maurice E. Connolly, president of the Borough of Queens; George J. Ryan, vice-president of the Chamber of Commerce, Borough of Queens, and John Adiker, chairman Transit Committee, Queens Borough Chamber of Commerce.

During the past week the company has been operating experimental trains for a big celebration at the opening of the Queens Borough Subway, the official name which has been given by the Public Service Commission to the East River Subway, formerly called the Steinway Tunnel and the Belmont Tunnel.

Proposition Is Favorably Discussed of Making It a Port of Entry.

Because of the improved nautical facilities at Baldwin Harbor, in southern Nassau County, the proposition to make it a port of entry is being favorably discussed. The deep water facilities of the place have been augmented during the last year by the deepening of the bay front and the construction of a waterway a mile long and seventy-five feet wide, which receives and discharges tide water. Water in this harbor ranges from six to ten feet in depth and will accommodate the largest of pleasure boats, as well as small merchant vessels. Already large power oyster boats receive and discharge cargoes at Baldwin Harbor.

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## Aim to Relieve Congestion.

Remedy Explained to Safety First Society for Fifth Ave. and 42d St.

A plan to relieve traffic congestion at 42d st. and Fifth av. was proposed by Dr. T. Kennard Thomson at a meeting of the traffic committee of the Safety First Society last week. Mr. Thomson said, in part:

"Conditions at Fifth av. and 42d st. are very much in need of attention, and it is obvious that with the large increase in building operations in this vicinity the congestion will rapidly become worse. In addition, there will not only be an enormous additional flow from Long Island when the Steinway tunnel is put in operation, but there is also a constantly increasing traffic from the Grand Central Terminal.

"Fifth av. has a down grade from 40th to 41st st., with 42d st. rising some ten feet from both Madison av. and Sixth av. It is evident, therefore, that 42d st. should not be carried over Fifth av. by a bridge, which would have to be at least 700 feet long. Nor should its traffic be carried through a tunnel under Fifth av., which would destroy the street from Madison to Sixth av. Nor should Fifth av. be carried over 42d st. above the present grade, as the present grades are against such a proposition, which would require a bridge from 41st to 44th st., or one with objectionable grades.

"The chief requirement at this crossing is an uninterrupted flow of traffic on both street and avenue every day in the year. Any enlarged square, like Columbus Circle, would only augment the evil.

"Considering all of these conditions, I contend that it is the best plan that can be adopted for this location for the following reasons:

"First—Keeping Fifth av. at its present grade.

"Second—Correcting the elevation of 42d st. so that instead of having an up-grade of ten feet from Madison av. and from Sixth av.—as at present—it will have a down grade of five feet from both avenues, or a much better grade than Fifth av. will have.

"Third—Placing stairways or escalators from Fifth av. to 42d st. of ample width and entirely within the building lines, leaving the sidewalks and roadways clear, below the present street surface.

"Fourth—Carrying Fifth av. over the new 42d st. by an artistic bridge at the present level of Fifth av. This bridge will be carried on steel columns, and on each side of the 42d st. sidewalk will be commodious stores under Fifth av.—a source of revenue to the city and a pleasure to all pedestrians, who will have the sensation of walking through a cheerful arcade or store instead of under a bridge.

"Fifth—Constructing a new street between Fifth and Sixth avs. from 42d to 43d st.

"This street should have the entire space from building line to building line for a depth of at least fifteen feet below the curb excavated, so that it will never be necessary to tear up the street surface to lay pipes and subways.

"The new property is to be known as Grace Court. It is situated on a very high elevation within six minutes' walk of the station, on property owned by Mrs. W. R. Grace. The houses there are being designed by well known architects and, although small, are well constructed, beautifully landscaped and of exceptionally tasteful design. The improvements on the property are electric, artesian water, gas and sewerage.

It is stated that Mrs. Grace is taking a personal interest in seeing that this colony appeals to desirable residents. Leon Hirsh, whose office is in the Grace Building at Great Neck, is in charge of the development work and sales of the property.

IMPROVEMENTS AT MALBA

More Than \$300,000 Expended for Its Attractiveness.

Situated ten miles from the Pennsylvania terminal, twenty-six minutes out, Malba is one of the nearest attractive home colonies in the greater city. It has all improvements, including sewerage, gas, water and electricity. More than \$300,000 has been expended on improvements, such as winding roads, a 700-foot pier and dock landing, golf course, clubhouse and one of the handsomest railroad stations on Long Island. The houses already built there and occupied to-day represent another \$250,000, while those in course of construction, together with those being planned for the coming summer, will involve an investment of \$150,000.

Malba's waterfront is nearly one mile long, and every facility exists there for the enjoyment of all water sports. The policy of the developers in conserving to themselves the riparian rights insures to the entire community full protection against waterfront encroachments of any kind. A feature of the property is that while the business section is close at hand, no stores or shops are actually located on the property itself, which insures the residential atmosphere of the entire section.

Arrangements between Samstag & Hilder Brothers, the new lessees, and the Krower & Tyngberg Company, the present occupants, have been made whereby the Krower & Tyngberg company remain in possession until next spring, and Samstag & Hilder Brothers will have plans drawn for further extensive alterations and improvements to the building to meet the special needs of their business.

The Gilsey House was erected in 1870. The land only was purchased in

October, 1909, by Ruhe R. Fogel at a reported price of \$1,500,000 from the John W. Anderson estate, which owned it for over fifty years. The house itself was secured by Mr. Fogel in 1912 from the Gilsey estate, and later altered at great expense to a modern business building.

Harry Goodstein was the sole broker in the transaction.

At a special meeting of the active members of the Real Estate Board of New York, held last Tuesday, some important amendments to the constitution were adopted.

One of the new amendments provides for compulsory arbitration between all classes of membership. Before the adoption of this amendment, one party to a controversy might ask for arbitration and the other might decline to arbitrate. It was necessary for both parties to agree in writing to arbitrate and to abide by the decision of the arbitration committee. Under the amendment any party aggrieved may request arbitration, and the other party to the controversy must arbitrate, failure to arbitrate subjecting a member to expulsion.

## BROWNE OF CANADA TO COME TO TOWN

Will Make Initial Bow in Vesey Street on Tuesday.

## IS FAR FAMED AS AN AUCTIONEER

Says He Recognizes Only the Letter "I" in the Alphabet.

Fitz-James E. Browne, conceded to be the foremost real estate auctioneer in the Dominion of Canada, will make his initial bow as an auctioneer in this city next Tuesday. He will make his appearance here under the auspices of the progressive real estate firm of M. Morgenstau, Jr., Company.

The parcel for which he will seek a buyer is 359 East 3d st., a vacant plot 20x77 feet, near Avenue D. It is assessed at \$9,000, with claims aggregating about \$5,000. The property will be sold in the Supreme Court foreclosure action of the German Savings Bank against Wendel, by order of William F. Clare, referee.

Heretofore Mr. Browne has made his headquarters in the City of Montreal, and the House of Browne, his real estate organization, has been widely known for a score of years. On Decoration Day M. Morgenstau, Jr., introduced him officially to the American public by having him conduct the Pine Hills Park auction sale at Albany, the sale and Mr. Browne proving a great success, as commented upon by the upstate newspapers.

Fitz-James E. Browne will long be remembered by all who attended the last convention at the Hotel Astor of the Real Estate Association of the State of New York because of his energetic address to the assembly and his very interesting demonstration of efficient real estate auctioneering.

He is the man known as "the guy who put the 'real' in Montreal," and the "real" in real estate. As he has often said: "Columbus discovered America; I made Montreal. There are twenty-six letters in the alphabet. I recognize only one letter—the letter 'I'."

After twenty-three years of experience throughout the Canadian real estate field, a period during which Fitz-James E. Browne conducted nearly all the important auction sales in the Dominion, besides acting as expert on values for the government, he comes to New York.

One of Mr. Browne's largest and most successful real estate auction sales was that of the Protestant High School property at Montreal, realizing a total of \$1,385,000, and all disposed of in a city of only 600,000 population.

He is also the originator of the municipal plan of having the City of Montreal acquire the entire property where a street is to be put through, or a street widened, and then selling at auction for the city the residue after such improvements. He has always been successful in realizing at auction more for this residue than the city originally paid for the entire property—a plan solving the problem both for city and citizen.

The M. Morgenstau, Jr., Company and Fitz-James E. Browne contemplate holding several large New York auction sales within the next few months—some of which are now closed and others with negotiations pending—announcements of which they expect to make very soon.

OFFER REMAINING LOTS

Borough Park Parcels To Be Sold on Tuesday.

The remaining thirty-five lots at Borough Park will be sold at auction by John Johnson, Jr., Company, on Tuesday next, at 12 o'clock in the Brooklyn real estate salesroom. These lots are all that remain of the 281 lots, and parts of lots offered for sale at the public auction at the Academy of Music in Brooklyn last Tuesday evening. After selling until 2 o'clock in the morning the auctioneers adjourned the sale. Great bargains were obtained by the purchasers, and a large attendance is looked for at the adjourned sale.

Borough Park is greatly favored by the new transit lines and will be a veritable subway center, for it will be reached by three branches of the dual subway system. The New Utrecht av. "L" extension, now built, passes the property. The lots are adapted, depending upon the location, for two-family and apartment houses and stores and one-family houses.

LEASE OLD GILSEY HOUSE

\$1,000,000 Rental for Remodeled Landmark.

Samstag & Hilder Brothers, manufacturers and importers, at 557-559 Broadway, have signed a long lease, involving approximately \$1,000,000, for the Gilsey House, at the northeast corner of Broadway and 29th st., and will occupy the entire building, excepting a small corner store, which is occupied by the Chicago, Milwaukee & St. Paul Railway.

Arrangements between Samstag & Hilder Brothers, the new lessees, and the Krower & Tyngberg Company, the present occupants, have been made whereby the Krower & Tyngberg company remain in possession until next spring, and Samstag & Hilder Brothers will have plans drawn for further extensive alterations and improvements to the building to meet the special needs of their business.

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## CHOICE SITES AT AUCTION

Offering of Parcels in Well Located Sections.

Bryan L. Kennelly will sell at public auction, in the Exchange salesroom, 14 Vesey st., on Wednesday, a number of properties, including choice Dyckman section lots, formerly part of the Drake estate; six lots located on the east side of Park Terrace East, 147 feet south of West 25th st.; two lots on the south side of West 25th st., 100 feet east of Park Terrace West, and two lots on the north side of West 25th st., 160 feet west of Seaman av., and two Bronx lots on the west side of Reservoir Oval, 209 feet east of Bainbridge av.

In the Pennsylvania Terminal zone he will offer 439 to 443 West 31st st., between 9th and 10th avs., a plot with a four story, a four story and basement and a one story brick and stone tenements. At executor's sale, for the estate of Samuel J. Solomon, 275 Church st., near Franklin st., a four story brick lot, with a store, and five lots on the southeast corner of Mare and Jamaica avs., formerly Washington av., in Jamaica.

## SUBWAY BENEFITS MAPLETON PARK

Brooklyn Section Will Soon Be Reached in One-Half of Former Time.

The opening of the Fourth av. subway on Tuesday will cut in half the time to reach Mapleton Park from Manhattan. This is a section of Brooklyn where considerable home building activity has been going on. Before the operation of the subway this section enjoyed excellent transit facilities and was reached from the Park Row end of the Brooklyn Bridge in forty minutes.

The subway passes through the heart of the property. The location is dry and healthy, the soil being of sand and gravel, insuring superb drainage. Most of the streets are asphalted and are lined with maple and poplar trees, insuring ample shade. Enamelled iron sink with drain closet, which is considered one of the finest in the borough. There are churches of all denominations and plenty of stores. The subway makes three stops in this section, at Eighth, Twentieth and Twenty-second streets.

The entrance is through a tiled vestibule, leading into a spacious foyer hall; to the right is the living room, with its console mirror and the school, which is considered one of the finest in the borough. There are churches of all denominations and plenty of stores. The subway makes three stops in this section, at Eighth, Twentieth and Twenty-second streets.

The one family houses erected by the Alco Building Company at Mapleton Park show care and attention in every detail on the part of the architect and builder to meet the requirement and comfort of the occupant. They are semi-detached, with brick facade. The houses have seven rooms and tiled bath. The decorations and trimmings show taste and are pleasing to the eye. Sufficient space has been afforded for a lawn in front of the houses and a garden in the rear. The houses are on lots 23x100 and 25x100 feet, depending upon the location.

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